

MAIL.

With which is incorporated The "Hongkong Evening Mail and Shipping List. Published every evening.

PRICE, \$24 PER ANNUM.

Shipping.

FOR SHANGHAI
The German Steamship
"ALTONA"
MÜLLER, Master, shortly expected from SINGAPORE, will
receive immediate despatch as above.
For Freight or Passage, apply to
WM. POSTAU & Co.,
Agents.
Hongkong, June 9, 1877.

Sailing Vessels.

FOR LONDON.
The A1 British Bark
"ROBERT HENDERSON,"
JUNN, Master, will load to
the above Port, and will have
quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, June 11, 1877.

FOR NEW YORK.
The A 1 British Ship
"HANNAH LAW,"
ROBERT GEESE, Master, w
load here, and will have qu
despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, June 2, 1877.

FOR SAN FRANCISCO.
The 41 British Clipper Ship
"GRYFE,"
T. ROBERTS, Master, will lo
here for the above Port, and w
have quick despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, June 2, 1877.

FOR NEW YORK.
The A 1 American Ship
"HIGHLANDER."
HUTCHINSON, Master, will
be here and will have quick
dispatch.

For Freight, apply to
VOGEL, HAGEDORN & Co
Hongkong, May 24. 1877.

FOR SAN FRANCISCO.
The A 1 British Ship
"MADURA,"
STANTON, Master, will
here and will have immed
despatch.

For Freight, apply to
VOGEL, HAGEDORN & C
Hamburg, May 18 1877.

FOR NEW YORK.
The "1 American Ship
"THOMAS LORD."
HALL, Master, will load
and will have quick despatch
For Freight, apply to
VOGEL, HAGEDORN & CO
Hongkong, April 26, 1877.

for
R-

FOR NEW YORK.

The 41 American Ship
"NEW ERA,"
SAYER, Master, will load
and will have quick deep

For Freight, apply to
VOGEL, HAGEDORN &
Hongkong, April 27, 1877.


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FOR SAN FRANCISCO.
The 41 British Ship
"STRAOATHRO,"
J. T. MILLAR, Master,
load here for the above
and will have early despatch.
For Freight, apply to
RUSSELL &
HONGKONG, June 1, 1877.

FOR HONOLULU.
The A 1 American Bark
"HARRIET N. CARL"
G. T. HARKNESS, Master
load here for the above
and will have early despatch.
For Freight, apply to
RUSSELL &
Houk-ong, June-1, 1877.

FOR NEW YORK.
The American Ship
"FLEETWING,"
Guest, Master, having
greater portion of her
engaged, will load here and/or at Wm
and have quick despatch for the above
For Freight, apply to
OLYPHANT &
Hambro, May 25, 1877.

100-443887-1000

FOR LONDON VIA SUEZ CAN
The Steamship "**VIKING**,"
 Captain CASTLE, due here
about the 18th Instant, &
receive immediate despatch as above.
For Freight or Passage, apply to
JARDINE, MATHESON &

Hongkong, June 11, 1877.

FOR MANILA (DIRECT.)
The Spanish Steamship
"PASIG"
YSAURISTA, Master, will
immediate despatch as above
For Freight or Passage, apply to

REMEDIOS &
 Agents,
 Hongkong, June 8, 1877.

Intimations.

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' SUPPLIES, TOILET
REQUISITES, PATENT MEDI-
CINES AND PERFUMES.

Prescriptions Dispensed with Carefulness,
and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf,
Hongkong, July 13, 1876.

THE UNION MARINE INSURANCE
COMPANY, LIMITED.

THE Undersigned having been Appoint-
ed AGENTS of the above Company at
HONGKONG and KOCHUW, are
prepared to accept Risks and Issue Policies
by any First-Class Steamer, at current
rates, Payable either here, in LONDON, in
LIVERPOOL, or at the principal Ports of
India and the East.

BIRLEY & Co.,
Agents.

Hongkong, May 21, 1877. au22

A THOROUGH CORRESPONDENT
AND ARITHMETICIAN Desires an
ENGAGEMENT.
"Activity," care of this Office.
Hongkong, May 26, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—

ROSINA, American 3-m. schooner, Capt.
C. W. Hansen.—Arnhold, Karberg & Co.
HANNAH LAW, British ship, Captain R.
Greig.—P. & O. S. N. Co.

BARBARA TAYLOR, British schooner,
Captain John Taylor.—McEwen, Frickel
& Co.

HIERONIMUS, British brig, Capt. T. A.
Koch.—Landsteln & Co.

ECHO, British barque, Captain Tozer.—
Arnhold, Karberg & Co.

ROSE HENDERSON, British barque, Capt.
John J. Gunn.—Vogel, Hagadorn & Co.
BROWN BROTHERS, American ship, Capt.
D. S. Goodell.—P. & O. S. N. Co.

Notices to consignees.

COMPAGNIE DES MESSEAGERIES
MARITIMES.

S. S. HOOGLY.

NOTICE.

CONSIGNEES of Cargo per S. S.
Gange, from London, are hereby in-
formed that their Goods are being landed
and stored at their risk at the Company's
Godowns, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on,
unless intimation is received from the Con-
signee, before To-day, at 5 p.m., request-
ing it to be landed here.

Bills of Lading will be countersigned by
the Undersigned.

Goods remaining unclaimed after SATUR-
day, the 16th Instant, at Noon, will be
subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUY,
Agent.

Hongkong, June 11, 1877. je16

BARQUE CHINAMAN, FROM
LONDON.

THIS Vessel having arrived, Consignees
of Cargo are requested to send in their
Bills of Lading to the Undersigned for
countersignature, and to take immediate
delivery of their Goods.

Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signee's risk and expense.

DOUGLAS LAPRAIK & Co.,
Agents.

Hongkong, May 21, 1877.

To-day's Advertisements.

FOR AMOY AND TAIWANFOO.

The British Steamer
"HOLYWOOD,"

A. McVicar, Master, will be
despatched for the above Ports
TO-MORROW, the 14th Instant, at 4 p.m.,
instead of as previously advertised.

For Freight or Passage, apply to
VOGEL, HAGDORN & Co.

Hongkong, June 13, 1877. je14

FOR COOKTOWN AND SYDNEY.

The British Steamer
"CHINKIANG,"

will be despatched as above on
SATURDAY Next, the 16th
Instant, at 2 p.m.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.

Hongkong, June 13, 1877. je16

FOR SYDNEY & MELBOURNE.

The Eastern and Australian
Mail Steam Co.'s Steamer
"NORMANBY,"

will be despatched as above,
from SINGAPORE on or about the 25th Inst.

For Freight or Passage, apply to the
Undersigned, who are prepared to grant
through Bills of Lading.

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, June 13, 1877. je16

NOTICE TO CONSIGNEES.

THE BRITISH SHIP DAPHNE,
FROM LONDON.

CONSIGNEES of Cargo by the above-
named Vessel are requested to send in
their Bills of Lading to the Undersigned
for countersignature, and to take im-
mediate delivery of their Goods.

Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signee's risk and expense.

Consignees are also informed that, before
delivery can be obtained, they will be re-
quired to sign the Average Bond and to
give Approved Guarantee for Contribution
to General Average.

MEYER & Co.,
Agents.

Hongkong, June 13, 1877. je21

To-day's Advertisements.

NOTICE TO CONSIGNEES.

THE BRITISH BARK OSAKA,
FROM LONDON.

CONSIGNEES of Cargo by the above-
named Vessel are requested to send in
their Bills of Lading to the Undersigned
for countersignature, and to take im-
mediate delivery of their Goods.

Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signee's risk and expense.

MEYER & Co.,
Agents.

Hongkong, June 13, 1877. je21

PUBLIC AUCTION.

THE Undersigned has received instruc-
tions to sell by Public Auction, on

MONDAY,

the 18th June, 1877, at 3 o'clock p.m.,
at his Sales Room, Queen's Road,—

The Horse "KATAMARANG," late-
ly the property of Sir Arthur Kennedy.
Has carried a Lady, and has been in
harness. Height, 15 hands 1 1/2 inches.

A nearly new SIDE SADDLE, by
Jenkinson; with Victoria STIRUP and
India Weymouth BRIDLE.

A Japanese PONY. Height, 14
hands 2 1/2 inches.

A nearly new SADDLE, complete,
by Jenkinson; with India Weymouth
BRIDLE.

Can be seen at Messrs Williams and
Kennedy's Livery Stables.

And,

An English-made TRAP and HAR-
NESS, complete.

A PONY, SADDLE and BRIDLE.

The Property of an Officer leaving the
Colony.

TERMS OF SALE.—Cash before delivery
in Mexican Dollars weighed at 7.1.7.

All Lots, with all faults and errors of
description, at purchaser's risk on the fall
of the hammer.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, June 13, 1877. je18

PUBLIC AUCTION.

THE Undersigned has received instruc-
tions from Miss Mary Richardson, to
sell by Public Auction, on

TUESDAY,

the 19th June, 1877, at 2 o'clock p.m.,
at Nos. 7 and 9, Gage Street,—

The whole of her HOUSEHOLD
FURNITURE, &c., Comprising:—

Green and Crimson Rep Covered
Drawing-room Suites, Oil Paintings,
Engravings, Gilt Framed Pier Glasses,
Carpets, Hearth Rugs, Marble-top
Tables, Window Cornices and Fringes,
Fancy Ornaments, &c.

Green Rep Covered Dining-room
Suite, Sideboard, Whatnots, Dinner,
Dessert and Tea Sets, Glass-ware, Plated-
ware, Statuettes and Extension Dining
Table.

Casaliers and Gas Brackets.

Crimson and Green Rep Covered Bed-
room Suites, Lady's Teakwood Ward-
robes, English-made Marble-top Bureaus
with Glass, Marble-top Washstands and
Toilet Tables, Cheval Glasses, Toilet
Glasses, American-made Bedsteads, with
Spring Mattresses, &c.

A Cottage PIANO, by Collard and
Collard.

One Cottage PIANO, by Lunau, Lu-
beck.

And,

One American Cooking Range.

Catalogues will be issued, and the
whole to be on view on and after Mon-
day, the 18th Instant.

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in Mexican Dollars weighed at 7.1.7.

All Lots, with all faults and errors of
description, at purchaser's risk on the fall
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J. M. ARMSTRONG,
Auctioneer.

Hongkong, June 13, 1877. je19

WANTED TO HIRE.

A BABBLER, not connected with any
large Company, who can mind his
own Business, and let the affairs of the
Small Fish alone. A Good Salary will be
Paid to any Person, feeling himself qualified
to fill the situation.

Apply to
ANNE P. Y. N. I. O. P. B.

Hongkong, June 13, 1877. je19

SHIPPING.

ARRIVALS.

June 12, James Wilson, British barque,
320, R. W. Frideauz, Newcastle (N.S.W.).

April 18, Coal.—ABATSON, BEL & Co.

June 13, Yangtze, British steamer, 783,
B. Schultze, Swatow June 12, 2.0 bags
Sugar.—STANLEY & Co.

June 13, Flinthire, British steamer,
1243, T. Thomas, Saigon June 8, Rice.—
A. MAUG, HATON.

June 13, Zaka, British barque, 627,
H. Lowe, London Feb. 28; General.—
MEYER & Co.

June 13, Daphne, British ship, 954,
August Arendrup, London Feb. 7; General.—
MEYER & Co.

June 13, Dale, British steamer, 645,
Thompson, Bangkok June 6; General.—
YVES FAT HONG.

June 13, Hochung, Chinese steamer, 850,
Petersen, Shanghai June 3, and Swatow
12; General.—O. M. S. N. Co.

DEPARTURES.

June 12, Amoy, for Canton.

13, Macgregor, for Saigon.

13, Yotung, for Hoihow.

13, Canton, for Fyphow.

13, Barbara Taylor, for Foochow.

13, Hoogly, for Shanghai.

13, Yesso, for Coast Ports.

13, Fuyeth, for Shanghai.

13, Yangtze, for Saigon.

13, Peronia, for London, &c.

13, Thingwall, for Saigon.

13, Golden Horn, for Saigon.

CLEARED.

Wodan, for Saigon.

New Era, for New York.

Duna, for Yokohama.

Ajar, for London, &c.

Iran, for Foochow.

Jacatra, for Hoihow.

PASSENGERS.

ARRIVED.

Per Yangtze, from Swatow, Mr. Ebell
(German Consul at Swatow), and 5 Chinese.

Per Flinthire, from Saigon, 54 Chinese.

Per Dale, from Bangkok, 58 Chinese.

Per Hochung, from Swatow, &c., 52
Chinese.

DEPARTED.

Per Hoogly, for Shanghai, Sir W. Wed-
derburn, Messrs Wedderburn, Sheppard,
and Wigram, and 2 Chinese.—From Mar-
cellides, Mr. and Mrs. Forrester, Mrs. Russell
and servant, Messrs. Schouten, Forrester
and servant, Hansen and servant.

Per Yesso, for Swatow, Mr. E. Vincent;
for Foochow, Mr. Maillard; for Coast
Ports, 100 Chinese.

Per Macgregor, for Saigon, 20 Chinese.

Per Yotung, for Hoihow, 70 Chinese.

Per Fuyeth, for Shanghai, 106 Chinese.

TO DEPART.

Per New Era, for New York, 2 Euro-
peans.

Per Jacatra, for Haiphong, 2 Chinese.

Per Ajar, for London, &c., 2 Distressed
Seamen.

SHIPPING REPORTS.

The British steamer Flinthire reports:
Had fine weather and S.E. winds through-
out.

The British steamer Dale reports: Light
variable winds throughout the passage.

The Chinese steamer Hochung reports:
Moderate S.W. wind and fine weather.

The British barque James Wilson re-
ports: Left Newcastle April 16th, had fresh
Southerly and Easterly winds to 10 S.,
thence to Equator light S.E. winds. Passed
St. John Island May 6th. Crossed Equator
on the 10th in Long. 150 E., thence to
Lat. 18 N. and Long. 130 E. moderate
N.E. trades, from thence to Ballintang
Channel dirty equally ballasted weather
from the S.W. Fast. Ballintang Islands
June 2nd and from thence to port light
Southerly airs and calms, with fine wea-
ther.

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Dessert and Tea Sets, Glass-ware, Plated-
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13, Canton, for Fyphow.

13, Barbara Taylor, for Foochow.

13, Hoogly, for Shanghai.

13, Yesso, for Coast Ports.

13, Fuyeth, for Shanghai.

13, Yangtze, for Saigon.

13, Peronia, for London, &c.

13, Thingwall, for Saigon.

13, Golden Horn, for Saigon.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

MAILS BY THE TORRES STRAITS PACKET.—
The Contract Packet JAPAN, will be de-
spatched from Hongkong on SATUR-
DAY, the 16th Inst., with Mails for
Singapore, Somerset, Cockatoo, Cleve-
land Bay, Bowen, Koppal Bay, Bris-
bane, Sydney, Tasmania, New Zea-
land, and Melbourne.

Correspondence cannot be Registered after
2.15 p.m.

The Mails will be closed at 2.30 p.m.

Correspondence for Southern Australia can
be sent by this route if desired, but
as a general rule it is better to send
it via Gallie.

Hongkong, June 9, 1877. je16

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet ALASKA
will be despatched on MONDAY, the
18th Instant, with Mails for Japan,
San Francisco, and the United States,
which will be closed as follows:—

2 p.m. Registry of Letters ceases.

2.30 p.m. Post-Office closes.

2.30 p.m. Correspondence for Japan or the
United States only may be
posted on board the Packet
with Late Fee of 12 cents extra
Postage until

2.50 p.m. when the Mail is finally closed.

SUPPLEMENT TO THE CHINA MAIL.

HONGKONG, WEDNESDAY, 13th JUNE, 1877.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *A*, near the Kowloon shore *K*, and those in the body of the Shipping or midway between each shore are marked *C*, in conjunction with the figures denoting the sections.

- Section.**
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
- Section.**
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Ajax	5 c	Kidd	Brit. str.	1549	June 12	Butterfield & Swire	London, &c.	at daylight
Alaska	3 h	Howard	Amer. str.	4011	June 10	P. M. S. S. Co.	Y'ham & S. F. cisco	Mails
Argyll	5 h	Scott	Brit. str.	1271	June 4	Jardine, Matheson & Co.	S'pore, Calcutta, &c.	16th, 3 p.m.
Chinkiang	4 h	Orr	Brit. str.	798	June 7	Siemssen & Co.	Australian Ports	16th, 2 p.m.
Duna	3 h	Steele	Brit. str.	882	May 23	Gilman & Co.	Yokohama	
Emuy	...	Blanco	Span. str.	222	June 3	Remedios & Co.	London	McD's Slip
Feronia	4 c	Schultz	Ger. str.	1085	June 10	Wm. Pustau & Co.		To-day
Flietshire	4 c	Thomas	Brit. str.	1243	June 13	A. McQ. Heaton		To-day
Fuyew	5 c	Croad	Chi. str.	920	June 12	M. S. N. Co.	Shanghai	To-day
Golden Horn	4 c	Alton	Brit. str.	1023	June 9	Wm. Pustau & Co.	Amoy & Talwanfoo	To-day
Holyrood	4 c	McVicar	Brit. str.	333	June 11	Vogel, Hagedorn & Co.	S'pore, Calcutta, &c.	16th, 3 p.m.
Japan	5 h	midt	Brit. str.	1865	June 5	David Sassoon, Sons & Co.		
Java	2 c	Weber	Dut. str.	886	June 10	Wm. Pustau & Co.		
Pasig	1 h	Ysanvieter	Span. str.	106	June 9	Remedios & Co.	Bangkok	15th inst.
Rajanattianubar	3 h	Hopkins	Brit. str.	933	June 6	Yuen Fat Hong		
State of Louisiana	4 c	Johnston	Brit. str.	1216	June 9	Jardine, Matheson & Co.	Amoy and Tamsui	To-morrow
Taiwan	5 h	Young	Brit. str.	408	June 11	Douglas Laprak & Co.	K'loong Dock	Cleared
Tbales	...	Colos	Brit. str.	820	May 28	Douglas Laprak & Co.	Saigon	
Thingvalla	4 c	Molsen	Dan. str.	1577	June 7	Meyer & Co.	Hobow	
Washi	5 h	Hunter	Brit. str.	265	June 8	Landstein & Co.		
W. Cores de Vries	2 h	Welner	Brit. str.	334	June 4	Hok Moh Leong	Saigon	To-day
Yangtze	5 c	Schultze	Brit. str.	783	June 13	Siemssen & Co.	Coast Ports	To-day
Yesso	5 h	Ashton	Brit. str.	559	June 9	Douglas Laprak & Co.		
Sailing Vessels								
Anazi	4 k	Hill	Brit. bqe.	468	June 4	Adamson, Bell & Co.		
Antioch	2 c	Hemingway	Amer. bqe.	986	June 9	Russell & Co.		
Brema	3 c	Timpe	Ger. bqe.	350	June 5	Wieler & Co.		
Brennero	4 k	Buzzolini	Ital. bqe.	784	June 5	Carlowitz & Co.		
Brown Brothers	1 c	Goodell	Amer. sh.	1493	June 9	P. & O. S. N. Co.		
Cansan	8 h	Manson	Brit. sh.	840	May 21	Order		
Caribou	7 h	Lindsay	Brit. bqe.	699	June 5	Order		
Cheng Soon	2 h	Cheng Sang	Siam. sch.	200	April 30	Chinese		
Chinaman	7 h	McKenzie	Brit. bqe.	690	May 21	Douglas Laprak & Co.		Jardine's Slip
Dauphine	...	Lelionnais	Foh. bg.	327	May 28	Order		
Diamant	4 k	Ackermann	Ger. bqe.	296	June 5	Wm. Pustau & Co.		
Echo	4 k	Tozer	Brit. bqe.	369	June 5	Wm. Pustau & Co.		
Fifeshire	2 c	Ness	Brit. sh.	750	May 24	Russell & Co.	New York	
Fleetwing	4 c	Guest	Amer. sh.	829	May 7	Olyphant & Co.		
Formosa	8 h	Hyland	Brit. bqe.	915	May 29	Arnhold, Karberg & Co.		
Friedrick Perthes	7 c	Kayser	Ger. bqe.	480	June 4	Siemssen & Co.		
Grylle	4 c	Roberts	Brit. sh.	1068	May 24	Vogel, Hagedorn & Co.	San Francisco	
Harriet N. Carlton	4 c	Harkness	Amer. bqe.	872	May 29	Russell & Co.	Honolulu	
Hannah Law	4 c	Greig	Brit. sh.	1299	April 28	Vogel, Hagedorn & Co.	New York	
Helena	3 c	Snow	Amer. bqe.	603	May 4	Arnhold, Karberg & Co.	Melbourne & Sydney	
Hieronymus	2 k	Koch	Brit. bg.	232	June 5	Landstein & Co.		
Hieronymus	4 k	Biehl	Ger. bqe.	425	May 24	Wieler & Co.		
Highlander	4 c	Hutchinson	Amer. sh.	1352	May 13	Vogel, Hagedorn & Co.	New York	Sand's Slip
Hongkong	...	Oom	Ger. 3m. sc.	208	May 20	Arnhold, Karberg & Co.	Foochow	Sand's Slip
Iraza	...	Pearce	Brit. bqe.	327	May 26	Douglas Laprak & Co.		
Iris	4 c	Ritter	Ger. bqe.	508	May 18	Arnhold, Karberg & Co.		
Jacatra	2 c	Dirksen	Dut. bg.	337	May 26	Russell & Co.		P. & O. Wharf
J. D. Peters	2 h	Lane	Amer. bqe.	1085	June 9	P. & O. S. N. Co.		
James Wilson	2 c	Prideaux	Brit. bqe.	326	June 12	Adamson, Bell & Co.		
Leicester	8 h	Caddy	Brit. sh.	1809	May 24	Order		
Lizzie H.	3 c	Babson	Amer. bqe.	896	June 6	Melchers & Co.		
Loiterer	8 h	...	Amer. sch.	45	Aug. 13	Insurance Co.		
New Era	3 c	Sawyer	Dut. sh.	1000	June 5	Vogel, Hagedorn & Co.	NEW YORK	
Palatine	3 c	Secroft	Brit. bqe.	598	June 5	Melchers & Co.		
Panola	3 k	Lunt	Am. 3m. sc.	597	June 4	Kim-tye-loong		
Robt. Henderson	2 c	Gunn	Brit. bqe.	568	June 9	Vogel, Hagedorn & Co.		
Roderick Hay	4 k	Nicolson	Brit. bqe.	290	June 3	Chinese		
Rosina	3 k	Hansen	Am. 3m. sc.	406	Feb. 28	Arnhold, Karberg & Co.		
Rotterdam	3 k	Dik	Dut. bqe.	760	May 25	Melchers & Co.		
Sorabaja Packet	3 c	Verdunn	Dut. bqe.	462	June 3	Order		
Stracathro	4 c	Millar	Brit. sh.	1159	May 18	Russell & Co.	San Francisco	
Thomas Lord	3 c	Hall	Amer. sh.	1316	April 12	Vogel, Hagedorn & Co.	New York	
Trevelan Family	3 k	Brown	Brit. sch.	198	June 9	Chinese		
Wodan	3 k	Meyer	Ger. bqe.	489	June 10	Wieler & Co.	Saigon	Cleared
WHAMPOA								
A. E. Vidal		Schreiker	Ger. bqe.	420	June 8	Wieler & Co.		
Bombay		Smith	Brit. str.	749	May 9	P. & O. S. N. Co.	Tientsin	
Victory		Whiting	Brit. bg.	255	June 2	Chinese		
CANTON								
Amoy		Drewe	Brit. str.	814	June 13	Siemssen & Co.	Shanghai	
China		Ackermann	Ger. str.	648	June 11	Siemssen & Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Charybdis	7 c	British	corvette	1506	17	400	April 5	T. E. Smith
Curlew	6 h	British	gun vessel	774	3	160	May 4	E. J. Church
Hal Chong Ching	6 h	Chinese	gunboat	...	...	...	June 12	Wing Mou Cheong
Hart	6 h	British	gun vessel	465	4	120	May 6	H. N. Hood
Juno	7 h	British	corvette	1462	8	400	May 15	A. H. Boldero
Lol Tay	2 c	Annamet	gunboat	1200	...	...	June 9	M. Letreire
Magpie	7 h	British	gun vessel	774	3	160	May 28	Charles Vernon Anson
Meeanee	6 k	British	military hospital	2591	...	...	...	...
Modeste	6 c	British	corvette	1405	14	350	April 13	Alex. Buller, C.B.
Moorhen	6 c	British	gunboat	420	4	60	May 28	John Hops
Patino	6 h	Spanish	transport	1200	...	...	Feb. 23	Rapallo
Victor Emanuel	6 c	British	Commodore's flag-ship	3087	2	...	...	Commodore Watson

HONGKONG, MACAO AND CANTON RIVER STEAMERS.

Name.	Tons.	Captain.	Owners.
Fame	117	Stopani	H. & W'poo Dock Co.
Fai Wan	...	...	Capt. Sands
Iahang	700	Martin	Butterfield and Swire
Kin Shan	457	Cary	H. C. & M. S.-boat Co.
Kin Kiang	617	Benning, T.	H. C. & M. S.-boat Co.
Lintin	69	...	Kwok Acheong
Powan	1890	Lefevre	H. C. & M. S.-boat Co.
Ssada	37	...	P. & O. S. N. Co.
Sir J. Jeejeebhoy	101	...	Kwok Acheong
Spark	140	Hoyland	H. C. & M. S.-boat Co.
White Cloud	280	Benning, A.	H. C. & M. S.-boat Co.
Yotsai	180	Browne	Kwok Acheong

CHINESE GUN-VESSELS IN CANTON WATERS, &c.

Name.	Tons.	Guns.	H. P.	Commander.
An-lan	431	7	...	J. Godall
Chen-jui	28	1	...	E. F. Collins
Ching-po	150	...	...	Wan Lam Wan
Ching-sing	...	...	...	E. Choy
Chun-hai	230	6	...	...
Peng-chou-hai	600	5	400	A. Fry
Quong-on	180	3	60	Li Ping Tye
Shen-chi	150	5	...	H. Wade
Sul-taing	...	...	...	Stewart
Tching-taing	150	6	60	Bessard
Tien-po	150	6	...	O. De Longueville
Wing-po	600	3	150	Lam Man Wo

FOOCHOW SHIPPING IN PORT.

June 2, 1877.	
MERCHANT STEAMERS.	
*Ajax	for London
Benarty	for London
Flours Castle	for London
Glenfinlas	for London
Han Kwang	for Shanghai
Killarney	for Colonies
*Namoa	for Hongkong
Penguin	for London
Viking	for London
MERCHANT SAILING VESSELS.	
E. O. Mutch	for Chefoo
Hadda	German barque
Wm. Manson	British barque
Woolahra	for Shanghai

SHIPPING IN SHANGHAI HARBOUR.

June 5, 1877.	
MERCHANT STEAMERS.	
Amazona	French
*Amoy	British
*China	German
Chio-se	Chinese
Conquest	British
Europe	British
Fusiyama	Chinese
H. C. Orsted	Danish
Hao-ting	Chinese
Han-kwang	Chinese
Honan	Chinese
Kasbar	British
Kiang-ching	Chinese
Kiang-yung	Chinese
Kiang-wao	Chinese
Nanking	American
* Since left port, or arrived at Hongkong.	

MERCHANT STEAMERS.

Pelto	American
Peking	British
Prism	for London
Soochow	American
Tak-yew	Chinese
Tai-yen-fung	British
Tokio Maru	American
Yungling	Japanese

MERCHANT SAILING VESSELS.

B. Aymar	American barque
Carrington	British barque
H. Bremer	German schooner
John Nicholson	British ship
Katie Flickinger	American barque
Louise	British schooner
Thermopylae	British ship
Vesta	American brig
Windhover	British ship

THE WAR IN TURKEY.

(Continued.)

How rapidly has the political aspect of the before-designated Eastern or Turkish question expanded into the world-wide significance that existed in its latent elements!

To ourselves in this farther East, at least, the alternating and intermittent telegraphic scintillations of light have not infrequently borne the appearance of a kaleidoscopic capriciousness. On the 25th of April these two telegrams reached Hongkong: (1) "The anticipated rupture has taken place between Turkey and Russia." (2) "England has informed the Porte that her support is impossible." In view of the purport of these decisive announcements, considered with the previously declared attitudes of the other parties to the protracted negotiations, we might have said without qualification, that, in point of unanimity among Christian States and peoples, and hence of moral significance, the drama that we see enacted to-day in Turkey has had no parallel since the Crusades. For, the sole incident of the progress of the else gradual emancipation of Christendom from the extending sway of the Moslem that arrests the retrospective glance of the historical inquirer is the maritime enterprise of Portugal in the Indian and China Seas.

This week we have emphatic notes of dissonance, wherein the voice of England is mingled with that of the Moslem. The telegram respecting the proposal of Russia to neutralize the Suez Canal is highly significant, though the reply of Lord Derby cannot be a surprise to reflective observers in presence of actual war. Nor, indeed, could he logically have accorded to that proposal at any time since the decisive act of the purchase of the Canal shares.

But the overture of Russia and the determinate negative of England serve to illustrate the anomalous position of Russia to the common apprehension, if not to indicate with distinctness the eventualities of the respective attitudes of the two Powers.

For, whereas, as we have seen, the logic of diplomacy and the course of events had conferred upon Russia a moral prestige in the attempted enforcement of the joint Requisition of the European Powers, we now see her first proposal promptly met by England, associating herself with Turkey and Egypt in a firm, not to say defiant negative. It cannot, however, be said that this simplifying solution of the Suez Canal question is of a character unsatisfactory to the commercial world, whatever may be its political significance; for it is better to know that the paramount Naval Power of Europe will aid in preserving the Peace therein and thereabout, than to be left in the uncertainty of Russian ships of war will hover on the coasts of Egypt and Arabia or Syria, disquieting and endangering commerce by provoking hostilities.

This announcement of England, with the declared concurrence of Turkey and Egypt, is very important also from the point of view of its bearing, as a precedent, upon similar questions applicable to the Panama Railroad and other isthmian transit routes between North and South America.

REUTERS' TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL." (Via Southern Route.)

THE WAR.

LONDON, 10th June, 1877.

It is expected that the Russians have determined upon Nikopol as the point at which to attempt the passage of the Danube.

THE TURKS IN ASIATIC TURKEY.

The main army of Ahmed Muktar Pacha is encamped at Hassan Kaleh.

LONDON, 11th June, 1877.

REPORTED DEFEAT OF THE RUSSIANS.

According to unofficial despatches the Russians have attempted the passage of the Danube at Nikopol, but have been repulsed.

THE RUMOURS OF PEACE.

The Russian Press, on the subject of peace negotiations, is indignant at the notion that Russia would be satisfied with a peace without solid guarantees from Turkey.

LOCAL AND GENERAL.

The Band of the 28th Regiment will perform the following programme to-morrow evening, on the Cricket Ground, commencing at 5.30 p.m.:

Overture, "Le Domino Noir," Aubert.
Valse, "Mein Schoner," Gungl.
Selection, "Il Trovatore," Verdi.
Valse, "Die Industriellen," Strauss.
Selection, "Il Barbiere," Rossini.
Galop, "Hit and Miss," Hervé.

By Order of His Excellency the Governor, the Colonial Government flags were this day flown half-mast high, in consequence of official telegrams having been received of the death of the Queen of the Netherlands. The Royal Standard at Government House was half-masted, and besides the other Colonial Government flags alluded to, most of the foreign Consulates followed suit. At noon twenty-one minute guns were fired. Queen Sophie (born 1818) was the second daughter of King Wilhelm I. of Wurtemberg, and was married to William III., King of the Netherlands, in 1859. The

following is the Proclamation which has been issued on the subject:—

PROCLAMATION.
By His Excellency JOHN PORE HANNESSY, Companion of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies, and Vice-Admiral of the same.

Whereas intelligence having reached this Colony of the death of SOPHIE, Queen of the Netherlands, an illustrious and accomplished Sovereign, who for many years enjoyed the friendship of Her Majesty Queen Victoria, and the esteem of all classes in England, I, JOHN PORE HANNESSY, Governor as aforesaid, direct that as a mark of respect to Her Memory, the Colonial Government flags be flown half-mast high on Wednesday next, the 13th instant, and that twenty-one minute guns be fired the same day at noon.

By His Excellency the Commandant,
J. GARDINER AUSTIN,
Colonial Secretary.
Given at Victoria,
Hongkong, this 11th Day of June, 1877.

In the annual report of the Church Missionary Society, the following paragraphs occur:—

"MISSIONARY CANDIDATES.—The total number under training at the present time is eighty-one, fifty-eight in connexion with the Society's College at Islington, fourteen in the preparatory class at Reading, two preparing to be medical missionaries, six at St. Paul's College, Hongkong; and one preparing elsewhere for the work."
"CHINA.—The Committee have thankfully accepted the offer of the Rev. E. Davis, of Leicester, to join the Hongkong Mission, and to cooperate with Bishop Burdon in teaching and training younger brethren. Six European missionary students are at present under preparation."

It is to be hoped, for the sake of the success of the Society's operations, that a more favourable concatenation of circumstances has surrounded the other departments of missionary labour mentioned in the report than that which has so belied the anticipations held out in their report concerning Hongkong.

The British ship *Daphne* from London has had a most eventful voyage and a very miraculous escape from total destruction by fire. She left Gravesend on the 8th February, and from thence all went well until 3 p.m. of the 16th April, in lat. 43° 59' S. and long. 32° 14' E. The vessel was then running 11 knots, with the wind on the starboard quarter, when an alarm of fire was raised. It was soon discovered that the fire was in the fore-hold, and everything possible was at once done to extinguish it, but owing to the dense smoke and the fierceness of the flames the Officers and crew were obliged to desist. The boats were provisioned and got ready for lowering, and holes were bored in the deck in the neighbourhood of the fire. To make matters worse the force pump was down in the hold, and great difficulty was experienced in rescuing it from the flames. Orders were at once given to shorten sail, and the ship was brought to the wind. The nearest land was about 1,000 miles distant, and the case appeared hopeless. Two vessels hove in sight at this juncture, but either did not or would not see the signals of distress made by the unfortunate vessel. The vessel was kept hove to for two days, when the Captain decided to reach in for the land and endeavour to fetch the Cape. Several attempts were meanwhile made by the officers and crew to get below, but owing to the heat and gas which had generated in the hold they could not remain more than two or three minutes. Those who did make the attempt fainted the moment they reached the deck, and restoratives had to be used to bring them to. Quantities of gas escaped on deck, and at 4 a.m. of the 26th the chief officer (Mr. F. W. Marshall) discovered the Captain in his berth quite unconscious and it was an hour before he recovered consciousness. The Steward was effected in like manner, and several of the Crew were rendered helpless owing to the same cause. The fire was ultimately mastered on the 27th, but it was two days before the extent of the damage could be ascertained owing to the suffocating nature of the gas. A quantity of jute had to be thrown overboard smouldering; a considerable portion of the cargo was burnt, and more will doubtless be found more or less damaged. The fire was the result of an accident. The boatwain had occasion to go below for some rope and he capsize a lamp, but it was not known that it had set fire to the cargo until afterwards.

The *Daphne's* troubles did not end with the fire, as we understand her crew have been in open mutiny, and the officers have had to arm themselves to prevent bloodshed. The greater number are at this moment under the care of the police, and their misdeeds will be the subject of enquiry at the Marine Court to-morrow.

THE CHINESE ENVOYS.

During the present week the Envoys have paid a visit to one of our great charitable institutions, namely, the Orphan Working School, Haverstock-hill, on the occasion of a lecture by Mr. G. S. Messon, a member of the committee, on behalf of the children's summer treat fund, at which Sir Charles Reed, chairman of the London School Board, presided. They were conducted through the various rooms, dormitories, &c., of this excellent institution, which with its junior department at Hornsey-road (the Alexandra Orphanage), provides a home and education for 400 boys and girls. They expressed themselves greatly pleased with what they saw. They remained throughout the lecture, which was on the subject of Mr. Messon's experience in Rome in 1876, illustrated by large views. At the lecture, which was largely attended, Sir Charles Reed spoke very highly of the education given in the school, and expressed deep interest in the institution. Votes of thanks were cordially awarded to the lecturer and to the chairman.—*Hornsey*

CHINA AFFAIRS AT HOME.

(From our own Correspondent.)

LONDON, 6th May, 1877.

A very important Blue Book has been issued giving the commercial report compiled by Mr. Davenport, who your readers will recollect accompanied the Grosvenor expedition into Yunnan. It contains details of many matters of which we know only the outlines before, and will be read by commercial men in China with very great interest. This seems, however, to have been thrown out somewhat as a "sop to Cerberus," as nothing whatever is said concerning the Report from Mr. Grosvenor himself, which is what we are all anxiously waiting for. Sir Thos. Wade I hear is still writing his memorandum, and I suppose he will take his time about it, and the Government will take their time considering it, until the Session has got so far advanced that Parliament won't have its time taken up at all, and so the affair will all through, and an end be brought to these somewhat slow-timed "triumphs of diplomacy."

I am informed by a gentleman who is well able to judge that there seems to be good reason to believe that the crop of silk on the Continent will again be short this year. The winter has been very protracted all over Europe, and a week or two more of cold will undoubtedly do considerable damage to the worms. Some injury has undoubtedly been done already, but not enough in itself to cause a very great falling off in the crop. It is to be hoped that something will arise of this kind, as at present the silk market is in the very depths of despondency; and something is sadly wanted to give it a spur.

I see it is stated that our Government is endeavouring to come to some terms with Turkey for obtaining possession of the Suez Canal. It would be certainly very satisfactory if this could be done; it would hardly seem an easy task, as the present Company have concessions which they would not be disposed to give up. Perhaps, however, if the Government paid the other shareholders well for their interest the affair might be managed; and if this were done, the purchase of the fourth share some time back will have proved to be a very good operation. Mr. C. Magniac, M.P., (of Matheson & Co.) has written a letter to *The Times* of this morning upon the question of neutralization of the Canal, which is certainly one of considerable importance. It is to be hoped the war will not interfere in any so direct a way as this with the China Trade. In a general way I think commercial affairs are better now than before the war broke out. There is nothing doing so much harm to commerce as a suspense.

The interest in the Chinese Envoys seems to be subsiding. People have now got pretty well used to them; and they have, I suspect, done enough of gadding about and sight-seeing to suit them for some little time to come, at all events.

Police Intelligence.

(Before James Russell, Esq.)

June 13, 1877.

HO AYOW and four others, cargo-boatmen, were brought up by P. C. Young, for obstructing the navigation of the Chinese str. *Fuyee*, as she came down from Canton yesterday. They looked on to the steamer while she was yet in motion. The cargo-boat contained rice which the defendants wanted to discharge into the steamer. The defendant said the steamer had come to an anchor some time before they went alongside. Fined \$1 each.

COUNTERFEIT COFFER CASE.

Cheung Ahong, the lessee of No. 5 Stall, Wanchai Market, was summoned by Mr. Quincey, acting Inspector of Markets, with having in his possession a number of counterfeit Hongkong mils. The Inspector found 11 bad mils and 15 counterfeit Chinese cash in his drawer. The defendant admitted that he had the bad coins as stated, but he got them from people who came to buy meat, and he could not pick up the cash quick enough to examine them. The defendant was discharged with a caution.

"SKYLARKING."

James Handlen, a seaman unemployed, was charged with making himself troublesome in a house of ill-fame, and when his attentions were thwarted, he began to cut the staircase with a knife. He was got rid of finally, but when he got into the street, he threw a half brick up at the window, breaking the panes. He also threw the knife into the house and broke the trap door. There was a previous conviction against the defendant, and he was sent to 14 days' hard labour.

DAMAGING TURF.

Old Atim, a washerman, was charged by Wm. Samuel, a watchman to the Surveyor General's Department, with treading on some newly laid grass at Kennedy Road. Fined 50 cents.

STREET GAMBLING.

Chow Atsai, described as a doctor, was sent to 21 days' hard labour as a rogue and vagabond, for carrying on gambling in the street. This was his second offence.

LARCENY.

Chun Atak, a caulker, was charged with stealing about 1 lb. of copper nails from the Aberdeen Docks. The P. M. S. S. *Alaska* was now in the Aberdeen Docks, and the defendant was found with the metal in his possession. He had them in his hat. The defendant said the nails dropped from above and he picked them up. He did not have them in his hat but in his hand. Remanded till the 14th inst.

LARCENY.

Yow Kong Fai, a coal-collier, was sent to one month's hard labour for stealing a hair-pin from an old woman at Ship Street.

CORRESPONDENCE.

THE NIGHT PASS SYSTEM.
To the Editor of the "CHINA MAIL."
Hongkong, June 13, 1877.
Sir,—I was glad to see from your paper last night that at least one whom I take to be a foreigner is liberal minded enough to believe that the time has arrived for a more considerate policy to be exhibited towards the Chinese in Hongkong. For my own part I consider it a disgrace to British rule that such a man as Ng Choy, a barrister, should be liable at the present day to be

stopped in the street here after dark unless he adopts the childish practice of carrying a lantern. It is true that as the holder of a special pass Mr. Ng Choy need not carry a lantern, but if he does not do so he is all the more likely to be stopped by the police. There is no necessity, I thoroughly believe, for making the Chinese here generally exhibit their outward and visible signs that they belong to a dangerous and suspected class of the community, and I trust that Mr. Hannen will persist in his determination to introduce some modifications in regard to this particular law, whatever he may do in regard to flogging (for the abolition of which I am no advocate), the Central School, or the Magistrates. The argument in support of the night pass system seems to be that because most of our crime comes from the Chinese, they ought not to enjoy the same liberties as other nationalities here—not even the greatest desperadoes from the Philippine islands or Malayan peninsula. As well might we say that because most of the crime in England comes from the lower class—"the Great Unwashed"—that every man in our island home who doesn't wear a clean shirt or a decent coat shall be called upon to "stand and deliver" a pass by every policeman he meets after a certain hour, or worse still, that he shall carry a lantern. The very supposition of such a piece of class legislation would not be tolerated for a moment. In the eyes of the law every man in England not convicted of crime, is equal; the law observes no distinction between people until they have committed some offence against society. Particular punishments are provided for particular offences—flogging, for instance, for rogues—but if the aristocrat were convicted of garroting he would be as liable to be flogged as the meanest plebeian. There are, in short, special laws for special offences, but not for particular classes of the community. I trust, Sir, you will support H. M. the Governor in any reasonable steps he may take for a modification of the night pass system. We have now grown up amongst us a large and respectable class of Chinese; and we have also a well-organised police force of between 600 and 700 men. Under these circumstances I think we can fairly take some steps towards placing the Chinese on an equality with ourselves.

Yours truly,

AN ENGLISHMAN.

THE EXTRADITION ACT.

The following copy of an Order of Her Majesty in Council, dated the 20th March, 1877, is published in the *Government Gazette* of the 9th:—

At the Court at Windsor, the 20th day of March 1877. Present, the Queen's most excellent Majesty in Council.

Whereas by Section 18 of "The Extradition Act, 1870," it is, among other things, enacted, "that if by any law made before or after the passing of the said Act by the legislature of any British possession provision is made for carrying into effect within such possession the surrender of fugitive criminals who are in or suspected of being in such British possession, Her Majesty may, by the Order in Council applying the said Act in the case of any foreign State or by any subsequent Order, either

"Suspend the operation within any such British possession of the said Act, or of any part thereof, so far as it relates to such foreign State, and so long as such law continues in force there, and no longer;" or direct that such law or Ordinance, or any part thereof, shall have effect in such British possession, with or without modifications and alterations, as if it were part of the said Act."

And whereas by a certain ordinance enacted in the year 1875 by the Governor of Hongkong, with the advice of the Legislative Council thereof, and numbered 11 of the said year, the short title of which is "The Extradition Ordinance (Hongkong, 1875)," provision is made that all powers vested in, or acts authorized or required to be done, under the Acts of Imperial Parliament known as the "Extradition Acts, 1870 and 1873," by the Secretary of State or by the Police Magistrate, in relation to the surrender of a fugitive criminal, which by the said Imperial Acts are in respect of British possessions vested in or required to be done by the Governor alone, may, in respect of the colony of Hongkong, be exercised and done by the Governor or the Police Magistrate of the colony respectively:

And whereas the said Ordinance has been confirmed and allowed by Her Majesty:

Now, therefore, Her Majesty, in pursuance of "The Extradition Act, 1870," and in exercise of the power in that behalf in the said Act contained both by this present Order, and with the advice of Her Majesty's Privy Council, direct that the said "Extradition Ordinance (Hongkong, 1875)" shall have effect in the Colony of Hongkong, without modification or alteration, as if it were part of "The Extradition Act, 1870."

And the Right Honourable the Earl of Carnarvon, one of Her Majesty's Principal Secretaries of State, is to give the necessary directions herein accordingly.

C. L. FEE.

LONDON GOSSIP.

(Pioneer.)

April 25, 1877.
The Westminster Aquarium has given us a new sensation in a young woman shot from a gun. She rejoices in the euphonious name of "Zazel," is a shapely, good-looking French girl, not more than 18, I should say, and possessed of wonderful nerve. She goes through some really astonishing feats on a thin piece of wire, I am afraid to say how thin, stretched across the hall, walking on it quite fearlessly, then going through a tumbler performance, and ending by a dive from the roof down into the net spread below about 70 feet. All this is preliminary to the gun affair; a large mortar into which she gets, doubling herself up in some extraordinary manner, then a match is applied, there is a loud bang, smoke, and a small of gunpowder, and "Zazel" is seen propelling violently on to a target, on which she alights like a bird, and gracefully kisses her hand to the astonished audience. The projecting piece is a spring of course a very strong one, on the same principle as the one that used to shoot "Tulid" into the air from a pedestal. That person had a tremendous fall once through the imperfect action of the spring, and poor Zazel will in all probability break one of her shapely legs, or get killed some day. But at present we snatch a fearful joy in contemplating her, and the Aquarium is doing good business in consequence.

I suppose Dr. Russell's book on the

Prince of Wales's visit to India has been keenly commented on in your parts; but did you know whose work you were criticizing? The *Court Journal* would have us believe that the Queen is not the only author in the royal family. It says:—"Anything that Dr. Russell writes is sure to find a great number of readers; and even yet the Prince of Wales's visit to India is invested with some interest. But these two influences combined would hardly have given such a wide popularity as has been accorded to the work, had it not been known that the Prince of Wales himself has had no inconsiderable share in its compilation. The book, in fact, has been edited by the Prince himself, and its scope and amplitude of detail have been somewhat curtailed, and not a little altered, since the author's MS. went to the printer."

The Socialists in Germany would gladly carry over the army if they could, I shall give you a little anecdote which I found its way to Paris from Berlin. In the latter city a soldier in uniform, whose regiment had recently come to the capital, strayed last week into a beer-house, usually frequented by the propagators of advanced socialism. The soldier was immediately surrounded, and paid all possible attention. He was treated to plenty of beer, and so little resisted some hints thrown out that the politicians began to indoctrinate him in their creed. He listened to everything said while imbibing sundry hocks ordered by his new friends. At last came the grand question, muttered in his ear with all due caution:—"In case of revolution, would you fire on the people?" "Me fire on the people!" exclaimed the young soldier, "never!" So clear and happy a reply to the serious question was, of course, well worth another mug of beer which was ordered for the patriotic soldier. Indeed, his assurance was so unhesitating that the one of them had the unfortunate idea to put another question to him. "And why, my friend, would you not fire on the people?" "The soldier, being a prudent son of Germania, lifted his can and finished his beer to the last drop before he answered with a broad grin:—"The reason why, my good sir, I never will, or can fire on the people, is because I am one of the band and I don't carry a musket."

Sir John Astley lost money in the Great Walking Match—Weston against O'Leary—he being Weston's principal backer. I believe, however, he had some share of the game-money, which must have been considerable. It was wonderful walking certainly on the part of both men—520 and 510 miles respectively—and the vanquished is as much worthy of honour as the victor. I think Weston ought to have won. He is ground by over-confidence at the beginning; but he was making it up fast at the end, and was as fresh when 11 o'clock struck on last Saturday night as he was at the commencement, while O'Leary could scarcely walk without support. Another half-hour, and the latter would have been utterly done. Weston only took six hours sleep that night; and Sir John Astley told me he was up on Sunday morning. They breakfasted together, and then Weston insisted on going to church; and then Sir John took him to the Turf Club, and introduced him to the Admiral, and there was liquoring up with some noble and distinguished persons, and afterwards he returned to Sir John's to dinner; so he favoured his backer a good deal that day. He is a wonderful fellow, because Sir John said there was not a trace of the great exertion he had gone through. Not the slightest weariness or nervousness; but he was as compact, and with his pulse in as good order as if he had slept each night in the daytime. He is anxious for another match, and took his defeat with the greatest good humour.

So we have enough of follies to amuse us; and as there are such awful numbers of fools in the world, who shall say that they will not, some of them, succeed? I think folly is dying, is dead, indeed. I think Mr. Cleaver of soap notoriety, who opened a marble rink at Knights-bridge in the winter, has failed at Knights-bridge, which is likely, I hear, to be converted into a swimming bath, for which it is well adapted. The rink on the King's Road is closed and for sale; the Lillie Bridge one is dragging on a wretched existence; the rink near Oxford Circus is bankrupt; and though the Polish noblemen and shepherdesses of the pastoral age still disport themselves at the rink at the top of the Haymarket, they do so to shop-boys. At present nothing has taken the place of rinking among our young women. Rumours there are of female bicyclists, but I have not seen any except in French photographs; though from the terrible masculine costumes some women wear, this infatuation may be coming on us. Lawn-tennis is the most harmless feminine outcome I at present am acquainted with. The revived Polo Club at Ranelagh House is going in greatly for this game, of which Lord Londesborough is a devoted lover. So there is a lot for society to do this summer, if only summer will be kind.

Never was an April Fool story more successful than that about the Mont Cenis tunnel, of which I spoke to you in my last. I believe as London was taken in for the moment, not excepting our all-repentant Press, at any rate suspended their belief in the awful story; but I have not heard of any one who pretends to have at once recognized it as a *quintessence of April* joke. At the East India Club, in particular, it excited deep interest. Men sat calculating anxiously whether either of the trains said to be overwhelmed would be that which carried the Good Friday Indian mail, and bethinking themselves which of their friends of acquaintances were to have travelled by the ill-fated conveyance. The optimists reassured themselves by saying:—"Oh, these things are always exaggerated at first. I dare say there has been only some little detention. A few loose stones may have fallen, which had to be cleared away before the train could proceed, &c." while the pessimists exclaimed:—"There's an end to mountain tunnelling for ever. I always said it was against nature. We shall have to go back to the Fall railway, and you will see that the scheme for tunnelling beneath the Straits of Dover will fare no better." But it struck nobody as being an April hoax. One edition is, that it did not reach us on the 1st, otherwise we are all sure we should not have been imposed upon for an instant. The story seems to have been a native of Paris, and only broke there on April Fool's Day, but reaching London only on the evening of Monday the 2nd. It made its first English appearance, I believe, in the *Globe* of that

evening. It kept London in a ferment during the whole of Tuesday, and was only definitively slain, after a short but busy life, by the morning papers of Wednesday.

(World.)

It has been announced within the last few days that the engineers engaged in sinking an Artesian well in Mear's Brewery have at last bored down 1000 feet to the stratum of lower gessand, and that when this is perforated they expect to come to reservoirs of water, far beyond Thames water in purity, and enough in quantity to supply not only the brewery, but all London. This reminds me of the water in the Reform Club. This luxuriously fitted club has an Artesian well of its own, and has long prided itself on the water which it uses for drinking. Of course in the dining-room it would be unfair to force upon the notice of guests who look for wine the merits of the more innocent beverage; but there is supposed to be a large supply up-stairs, kept in a cistern in the chief smoking-room; and no guest is allowed to leave this room without a taste of the water. "You must not go away without tasting our water—no more water in London; we have an Artesian well of our own; it comes through the chalk from hills over so far away." The guest drinks, and says, "Wonderfully good; if I could get water like that, I should turn water-drinker." A little dialogue of this sort had been going on several times a day for years, when one afternoon a member—I hope it is not a breach of confidence to name that kindly gentleman and excellent judge of wine, the member for Rochdale, Mr. T. B. Potter—asked the waiter to bring him a carafe of the water to be mixed, with something more potent. What was his surprise on pouring it into his tumbler to find swimming in it a variety of small serpents and tadpoles. Instantly he commenced a stern inquiry. Where did the water come from? From the cistern. How was the cistern supplied? From the lead pipe in the pantry outside. How was the lead pipe supplied? From the Thames at Chelsea. And so it turned out that for a period of two or three years, during which the members of the club had been extolling the water in the smoking-room as incomparable, and strangers had been drinking it with envy, and its praises were sounded by clubmen all over London, it was nothing but the common pipe water of the Chelsea Company which Dr. Letheby and other authorities had been denouncing for its excess of organic impurities.

The manufacturers of gunpowder in France have, within the last few days, received overwhelming orders from the Government.

The crown of the Hartz mountain is the highest point of North Germany, and on that point of vantage an obelisk has been raised in honour of Prince von Bismarck. On one side of it is a likeness of the statesman in bas-relief, and on another the memorable words pronounced by him in the Reichstag: "We will not go to Canossa." The expenses of this exalted testimonial have been defrayed, not by Bismarck's master, but by his countrymen. He deserves the compliment at their hands.

Frascuelo, one of the most adroit and resolute *capas* of Spain, is suffering from a fearful, if not fatal, wound received on Sunday week in the bull-ring at Madrid. A *picador* having been dismounted by a charge of the bull, and lying in grievous danger, Hermosillo and Frascuelo ran to the assistance of their comrade, and endeavoured to draw off the infuriated beast by waving their scarlet *capas* before his eyes. Unfortunately they knocked against each other; there was a moment of uncertainty; the bull had his opportunity, and while Hermosillo was able to escape, he chased poor Frascuelo, and transfixed him in the back with two terrible darts of his horns as the unlucky torreador was trying to vault over the barrier. The fashionable world of Madrid is profoundly touched, for Frascuelo was one of its idols.

Quotations.

HONGKONG, June 13, 1877.

OPIMUM.—New Pains, each, 5570 credit.
" Old Pains, each, 555 credit.
" New Benares, each, 545 credit.
" Old Benares, each, 555 credit.
" New Malwa, each, 575 credit, 580.
" Allowance Tails, 12 a 24.
" Old Malwa, each, 595 credit, 600.
" Allowance Tails, 24 a 48.

CAMPOR, 104 a 105
QUICKSILVER, 634
SALTETRE, 6.50 a 7.25

Exchange.

Bank, on demand, 3/11 1/2
" 30 days' sight, 4/0
" 6 months' sight, 4/0 1/2
Credits, 4/0
Documentary, 6 months' sight, 4/1 1/2
Bombay, demand Rupees, 23 1/4
Calcutta, 23 1/4
Shanghai, demand, 75
" 30 days, 75
Bar Silver, 17, dwt. 2, 84 Prem.
Mexicans, 24
Gold Leaf, 25.40
English Sovereigns, 4.95
Australian Sovereigns, 4.95
Discount, 8 a 10

Shares.

Hongkong Bank, 40
Union Ins. Society of Canton, 750
China Traders' Ins. Co., 42.500
Chinese Insurance Co., 225
Yongtze Ins. Association, 700
H.K. Fire Ins. Co., 655
H.K. Fire Ins. Co., 655
H.K. & W. Dock Co., 22 1/2 dis.
H.K. O. & M. S.-boat Co., 1 per cent dis.
Shanghai Steam Navigation, 70
Hongkong Gas Co., 370
Hongkong Hotel Co., 320
Chinese Imperial Loan, 4103

Temperature.

(Taken at Messrs. Pilsener & Co.'s Premises, Queen's Road.)

HONGKONG, June 13, 1877.

BAROMETR.—9 A.M. 30.012
Do. 1 P.M. 29.986
Do. 4 P.M. 29.924
THERMOMETER.—9 A.M. 85 1/2
Do. 1 P.M. 87
Do. 4 P.M. 86 1/2
Do. (Wet bulb) 9 A.M. 83
Do. Do. 1 P.M. 84
Do. Do. 4 P.M. 83 1/2
Do. Maximum 87 1/2
Do. Minimum over night 82

Mails.



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Marseilles,
and Southampton,
Also,
Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steam-ship
KASHGAR, Captain BAKER, will leave
this on SATURDAY, the 16th June, at
Noon.

For further Particulars, apply to
A. LIND, Superintendent.
Hongkong, June 4, 1877.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND ROUTING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer ALASKA,
will be despatched for San Francisco,
via Yokohama, on MONDAY, the 18th
June, 1877, at 3 p.m., taking Passengers,
and Freight, for Japan, the United States,
and Europe.

Through Passenger Tickets and Bills
of Lading are issued for transportation to
Yokohama and other Japan Ports, to San
Francisco, to ports in Mexico, Central and
South America, and to New York and
Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Com-
pany will leave Shanghai, via the Inland Sea
Ports, about same date, and make close
connection at Yokohama.

At New York, Passengers have selection
of various lines of Steamers to England,
France and Germany.

Freight will be received on board until
4 p.m., 17th June. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collectors of Customs at San Francisco.

For security's sake, Shippers of Overland
Cargo are requested to endorse on the
Envelope the Marks and Nos. of Packages
Shipped, to correspond with those in their
Bills of Lading.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 9, Praya Central.

RUSSELL & Co., Agents.

Hongkong, June 11, 1877.

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES

AND
ATLANTIC STEAMERS.

THE S. S. "BEGGIE" will be de-
spatched for San Francisco via Yoko-
hama, on TUESDAY, the 19th June, at
3 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 18th June. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Return Passage Tickets available for 6
months are issued at a reduction of 20 per
cent. on regular rates.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, May 31, 1877.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ISMAILA, PORT SAID, NAPLES,
AND MARSAILLES;

Also,
PONDICHERY, MADRAS, AND
CALCUTTA.

ON SATURDAY, the 23rd June,
1877, at Noon, the Company's S. S.
AMAZON, Commandant MONTMART,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above place.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for
the principal places of Europe.

Shipping orders will be granted till noon.
Cargo will be received on board until
4 p.m., Specie and Parcels until 3 p.m.
on the 22nd June, 1877. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.

H. DU FOUEY,
Agent.

Hongkong, June 9, 1877.

Insurance.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Saigon and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEE.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Coals in Matched, on Goods on board
Vessels and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.
Proposals for Life Insurance will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBURG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELOHERS & Co.,
Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY,
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Profits contributed
by each, the remaining third being carried
to Reserve Fund.

OLYMPHANT & Co.,
General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE
COMPANY.

THE Underigned are prepared to grant
Policies against Fire to the extent of
£45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underigned, AGENTS at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
of
His Majesty King George The First,
A. D. 1720.

THE Underigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE
COMPANY.

THE Underigned Agents are in receipt
of instructions from the Board of
Directors authorizing them to issue Policies
to the extent of £10,000 on any one first
class risk, or to the extent of £15,000 on
adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 2, 1875.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Underigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1869.

Insurance.

THE ON TAI INSURANCE COM-
PANY, LIMITED.

CAPITAL TAI 400,000, EQUAL TO
\$550,000.

Directors.
LEE SING, of the Lai Hing Firm.
CHAN SHUNG LAY, of the Lai Yuen Firm.
WONG YIK FUN, of the Chan Cheong Wing
Firm.

LOO YEE, of the Yee On Firm.
FONG SOY FUNG, of the Tung Sang Wo
Firm.

WONG PAK CHEONG, of the San Tye Lee
Firm.
PUN FONG, of the Wy Shug Firm.

Manager—HO AMEL.

MARINE RISKS on Goods, etc., taken
at CURRENT RATES to AUSTRALIA,
CALIFORNIA, MANILA, SINGAPORE, SAIGON,
PENANG, and to all the TREATY PORTS of
China and Japan.

HEAD OFFICE, 48, Bonham Street.

Hongkong, June 1, 1877.

Indemnities.

NOW READY.

THE SHUI, or, TEN RUDIMENTS OF
NATURAL SCIENCE IN CHINA. By Dr.
E. J. Eitel. One Volume. 8vo. Price,
\$1.50.

BUDDHISM, ITS HISTORY, THEORY AND
POPULAR RELIGION, in three Lectures.
By Dr. E. J. Eitel. Second Edition. One
Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane,
Crawford & Co.

Hongkong, July 31, 1873.

KWONG HING CHEUNG & Co.,
COAL MERCHANTS, Sale every
description of COAL at Moderate Prices.
Mr. ANTON has been appointed Manager,
and all Orders addressed to him at 57,
Praya, or to Mr. FAR JAC, at 30, Hing
Lung Street, will receive immediate atten-
tion.

Hongkong, March 19, 1877.

NEWS FOR HOME.

The Overland China Mail.
(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE
IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely
printed matter.

THIS Mail Summary is compiled from
the Daily China Mail, is published
twice a month on the morning of the
English Mail's departure, and is a re-
cord of each fortnight's current history
of events in China and Japan, con-
tributed in original reports and collected
from the journals published at the various
ports in those Countries.

It contains Shipping news from Shanghai,
Hongkong, Canton, &c., and a complete
Commercial Summary.

Subscription, 50 cents per Copy (postage
paid 50 cents.) \$12 per annum (postage
paid \$13.50.)

Orders should be sent to GEO. MURRAY
BAIR, China Mail Office, 2, Wyndham
Street, not later than the evening before the
departure of the English Mail Steamer.

Terms of Advertising, same as in Daily
China Mail.

Now Ready.

"THE CHINA REVIEW."
No. 5, Vol. V.

Annual Subscription, Six Dollars and
a Half.

Chinese Natural Theology.
Notes on Chinese Grammar.
Deer-Stalking in China (Concluded from
page 224).

Chinese Etymology, with a List of Primi-
tives and Key to Shuo-Wen.
Brief Sketches from the Life of K'ung-ming.
On the Twenty-eight Constellations.
Short Notices of New Books and Literary
Intelligence.

Collectanea Bibliographica.
Notes and Queries—
The "King Kiao" or Nestorian Religion.
The Shan of the King of Ch'u.
Tonio Sol-fa Notation in China.
Rats a Delicacy.
Domestic Torture.
Do. Do.
Apop's Fables in Sanskrit and Chinese.

Books Wanted, Exchanges, &c.

China Mail Office,
Hongkong, May 12, 1877.

NOTICE.

FROM and after the Chinese New Year's
day (February 17, 1874) the Chinese
Mail will be issued DAILY instead of
weekly as heretofore. No change, how-
ever, will be made in the price of subscrip-
tion, which will remain at \$4 per annum.

The charges for advertisements are now
assimilated to those of the China Mail.
The unusual success which has attended
the Chinese Mail makes it an admirable
medium for advertisement.

The Conductors guarantee an extent a
circulation of one thousand copies. It is
already the most influential native journal
published, and enjoys considerable prestige
at the Ports of China and Japan, and at
Singapore, Penang, Calcutta, San Fran-
cisco and Australia.

For terms, &c., address
MR. CHUN AYIN,
Manager.

China Mail Office,
17th February, 1874.

Indemnities.

THE HONGKONG CHINESE MAIL

THE Circulation of THIS PAPER has
been very much extended. The fol-
lowing are some of its Agents:—

Macao.—Man Onen Shop.

Canton.—Sing Cheun Natives Post Office,
Luen Hing Street; Chui Heng Low Hotel,
Luen Hing Street; Kwong Tin Fat Shop, Yan
Tat Street; Mr. Sit Chuen Fan, Tung Wan
Kwan; Yuen Fong Shop, in front of the
Provincial Treasurer's Yamen; How Yuen
Shop, Small Market Street, New City; Yee
Cheung Photograph Shop, Honam; Kwai
Hing Shop, Sin Cheong, Honam.

Singapore.—Sui Cheong Hong; Woh Shun
Loong Hong.

Amoy.—Chin Cheong Hong, Mook Kak
Street.

Foochow.—Mr. Yü Ching Cheong, Foo
chow Arsenal; Mr. Lam Kwok Ching, Mari-
time Customs.

Shanghai.—Mr. Ng Ching Shun, Mari-
time Customs; Mr. Ho Yau Onen, Mari-
time Customs; Mr. Ohun Sing Hoi, Messrs
Jardine, Matheson & Co.; Mr. Kwong
Chuen Fook, Educational Mission School;
and Mow Sing Sang Kee shop.

Ningpo.—Mr. Sung Min Chee, Maritime
Customs.

Hankow.—Yee Hing Hong.

Chefoo.—Yee Shun Hong.

Japan.—Mr. Leong Chun Tong, Muni-
cipal Office, Yokohama.

Saigon.—Wohang Hong.

Singapore.—Ting Kee Hong; Kwong
Fook Sang Hong.

Penang.—Yow Wing Fong; Argus Office.
Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fook Tai Hong.

The above are some of the Agents;
others will be published, when they are
arranged for. Negotiations are in progress
with the express carriers who carry the
official despatches and Peking Gazette, to
circulate the Chinese Mail in the interior of
China.

Hongkong, March 10, 1874.

AH YON,
SHIPS' COMPRADORE AND
STEVEDORE,
No. 67, Praya Wan.

SHIPPING SUPPLIED WITH ALL KINDS OF
COAL, WATER, BALLAST, FRESH
PROVISIONS & OILMAN'S
STORES.

Of the best quality and at the shortest notice.
Hongkong, May 1, 1876.

A NEW STOCK OF
NEAT JOBBING TYPES
HAVING BEEN RECEIVED

FROM ENGLAND,
THIS OFFICE IS PREPARED TO
EXECUTE
BOOK & JOB PRINTING
OF EVERY DESCRIPTION
AT REASONABLE RATES.

FANCY BALL PROGRAMMES
ASSORTED SIZES, IN GOLD AND COLOURS.

BALL PENCILS,
assorted colours.

MENU CARDS,
In Gold & Coloured Borders & Patterns

BOOKS BOUND IN APPROVED
PATTERNS.

For Sale.

AGREEMENTS FOR FOREIGN-GOING
SHIPS.

LADY'S AND GENTLEMAN'S WASHING
BOOKS.

CONTRACT PASSAGE TICKETS,
EXPORT CARGO REPORTS,
POWERS OF ATTORNEY,
CHARTER PARTIES,
SHIPPING ORDERS,
BILLS OF LADING,
PASSENGER LISTS,
BILLS OF SALE,
LOG BOOKS,
WILLS.

To Let.

THE Dwelling House and Office No. 1,
D'Aguilar Street, lately in the occupa-
tion of Messrs DOUGLAS LAFRAIK & Co.
The Dwelling House No. 1, Alexandra
Terrace. Possession from the 1st June
next.

The Dwelling House No. 6, Gough Street,
Possession from the 1st July next.

Apply to
DOUGLAS LAFRAIK & Co.
Hongkong, May 16, 1877.

TO LET.

HOUSE No. 10, Albany Road, at present
occupied by the Rev. R. H. KIPP.
Bisbee Villa, Pok-foolam, Furnished.
DAVID SARROON, BONS & Co.
Hongkong, February 15, 1877.

TO BE LET.

THE Premises No. 83, Queen's Road,
late in the occupation of THE BOENGO
COMPANY, LIMITED.
Apply to
TURNER & Co.
Hongkong, May 10, 1877.

HONGKONG MARKET PRICES.

Corrected to Saturday, June 9, 1877.

At 1110 Cash per Dollar Mexican.

Paich
Highest. Lowest.
Cash. Cash.

Butcher Meat.

Bacon, English, . . . lb. 450 400

" Ame. Sugar cured, . . . 300 250

" Foochow, . . . 160 140

Beef, sirloin and prime cut, cy. 160 150

Beef Corned, . . . catty 150 140

" Roast, . . . 150 140

" Soup, . . . 100 90

" Steak, . . . 160 150

Bullocks' Brains, . . . per set 60 50

" Tongue, fresh, each 275 250

" " corned, . . . 320 300

" Head, . . . 800 500

" Heart, . . . 150 140

" Hump, Salt, . . . 110 100

" Feet, . . . 50 40

" Kidneys, . . . 60 50

" Tail, . . . 100 90

" Liver, . . . catty 80 60

" Tripe (undressed), catty 60 40

Calves' Head and Feet, set 500 400

Hams, American, . . . lb. 300 280

" Chinese, . . . 180 170